

**Amendments to the Specification:**

Under the section entitled, “*Description of the Preferred Embodiment*,” paragraph 4, please make the following changes:

To maintain or relieve the pressure in the upper filter chamber **16** of the housing **12**, the relief valve **24** is mounted in the top end cap **32** of the filter element **20**, as seen in Figs. 1-4 and 8. The top end cap **32** is fabricated from a thin metallic material having a shape complementary to the top of the filter element **20**. The top end cap **32** has a substantially circular configuration with side walls **40** that extend downward from its periphery to sealingly connect to and cover the top of the filter media **21**. The top end cap **32** also has a centrally located recessed portion **[[42]]** which is received by and complementarily engages the inner ~~core~~ **core 38** of the filter element **20**. A compression spring **46** is seated underneath the bottom end cap **34**. A threaded cap **48** threadingly engages a threaded aperture **50** provided in the upper chamber **16** and forces the filter element **20** against compression spring **46** to maintain the position of the filter element **20**. The threaded cap **48** may also be removed to vent the fluid filter assembly **10** in order to drain the fluid from the fluid filter assembly **10**. The threaded cap **48** may also be removed to prime the fluid filter assembly **10** pouring fluid through the aperture **50** and into the fluid filter assembly **10** prior to threading the cap **48** back into the housing **12**.

Under the section entitled, “*Description of the Preferred Embodiment*,” paragraph 11, please make the following changes:

As previously stated, the volume of air in the upper chamber **16** required to have the fluid level indicate the general condition of the filter element **20** is dependent on the operating pressure of the system. Figs. 5 and 7 show the volume of air required in the upper chamber **16** for an oil filter system which operates at substantially 60 psi when the filter media **21** is clean and operates at

substantially 80 psi when the filter element 20 is ready to be replaced. Volume 1 53, the large volume, provides a filter element 20 with an outer diameter of substantially 3.82 inches and an inner diameter of the upper chamber 16 having a diameter of substantially 4.57 inches for a clearance of substantially 0.375 inches. The height of the upper chamber 16 at these diameters is substantially 2.75 inches for a volume of substantially 13.59 cubic inches.

Under the section entitled, "*Description of the Preferred Embodiment*," paragraph 15, please make the following changes:

In extremely cold conditions, the fluid filter assembly 10 may see a rise in the pressure within the upper chamber 16 due to the rise in the viscosity of the fluids. Such a rise in the pressure level may cause the relief valve 24 to open, thereby releasing the air within the upper chamber 16 which is needed to maintain the fuel level at a proper level when the temperature of the fuel filter assembly 10 rises to normal levels. The pressure level will drop as the temperature of the fluid increases with the operation of the vehicle. In order to prevent this unwanted loss of air within the upper chamber 16, a thermal couple valve 56 is utilized to prevent the relief valve 24 from unnecessarily opening, as seen in Fig. 8. The thermal couple valve 56 provides a thermal sensitive strip of material 57 mounted adjacent the relief ~~valve 34~~ valve 24. A seal 59 mounted at the end of the thermal couple material 57 engages the aperture utilized to allow fluid to pass through the relief ~~valve 34~~ valve 24. In extremely cold weather, the thermal couple valve 56 remains in the closed position shown in Fig. 8 so as to prevent the relief ~~valve 34~~ valve 24 from allowing air to pass through the aperture 61 of the relief ~~valve 34~~ valve 24. When the temperature of the system rises to relatively normal levels, the thermal couple material 57 straightens out and allows the seal 59 on the end of the thermal couple strip 57 to lift off the aperture 61 of the relief valve 24. Air is then allowed to pass through the aperture 30 when the relief valve 24 opens in response to a predetermined level of pressure.